

## Municipality of East Ferris

### Report to Council

Report No.: PLAN-2025-06

Date: October 28, 2025

Originator: Connor Montgomery

Subject: Public Feedback - Trout Lake and Lake Nosbonsing Road Allowances

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### RECOMMENDATION

THAT Council for the Corporation of the Municipality of East Ferris declares certain road allowances as surplus, as delineated in **Appendix One** of this report, and the remaining road allowances would not be declared surplus.

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### BACKGROUND

At the regular meeting of Council held on September 9<sup>th</sup>, 2025, staff presented report PLAN-2025-05. This report contained the findings of a staff investigation into the use of road allowances adjacent to Lake Nosbonsing and Trout Lake. Further, recommendations were included to declare certain sections of road allowance to be surplus.

Council requested that staff further review each section of road allowance and solicit feedback from residents in the immediate area of each road allowance in question. Staff circulated individually crafted letters for each section of road allowance to all properties within a 240 metre radius, matching our standard circulation process for *Planning Act* applications. Finally, Council also requested that formal input be provided by Chief Amyotte on behalf of East Ferris Fire & Emergency Services.

### PUBLIC FEEDBACK

Staff mailed letters regarding 10 sections of road allowance, as depicted in Schedule A of report PLAN-2025-05, which is attached as 'Appendix One' to this report.

- 1) **Bayshore Lane:** No public feedback received.
- 2) **Booth Road-Village Road North-South:** Two residents wrote emails regarding the lake access and others visited the municipal office. One resident wrote that no one has ever enquired to use the lake access, and doubts based on the topography and dense trees that it could be used to access the lake. Another resident wrote that at least one road allowance be retained by the municipality for purposes of access to the lake and for

purposes of future development. Other residents enquired for clarification into the Council Report and stated that no one uses the lake access.

- 3) **Cherry Lane:** Two residents contacted municipal staff, one by phone and another by email followed by an in-person meeting. One resident stated that he had no objection to the road allowance being declared surplus. The second resident expressed strong interest in purchasing a portion of the allowance if it is declared surplus.
- 4) **Ellas Road:** Two residents contacted municipal staff, one by phone and another by email. One resident stated that no one uses the lake access, and it should be left as it is; however, if it is declared surplus, he would be interested in purchasing it. Other residents stated concern that the possible sale of the lake access would diminish the local environment.
- 5) **Guillemette Road:** One resident contacted municipal staff by phone. This resident stated that no one uses the land and, while acknowledging the lake access would be very difficult to develop, he is interested in purchasing it.
- 6) **Knutson Court:** One resident contacted municipal staff by email. This resident expressed interest in purchasing the road allowance while also emphasising that the topography makes the lake access unusable for public use.
- 7) **MacPherson Drive (1):** Six residents contacted municipal staff by email. Comments received are as follows:
  - The lake access should be retained by the municipality for the purpose of maintaining greenery and allowing continued public use.
  - The municipality should retain the road allowance for the purposes of developing a path to the lake.
  - The road allowance should be maintained by the municipality for reasons of preserving undeveloped areas, protecting wildlife, and allowing the public continued access to the lake.
  - No one uses the lake access because of the dense trees and steep terrain but it should be left as it is, so wildlife have a corridor to Trout Lake.
  - The lake access was not used by the public – likely because of the bend in the road and the dense trees – but that it is important for the municipality to maintain as wildlife use it to access the lake.
  - The municipality should not only maintain the lake access for purposes of ensuring ongoing public access to the lake and protecting the environment but advocated that Council consider formalizing the status of the road allowance as a protected public access point and green space.
- 8) **Quae Quae Road (2):** No public feedback received.

- 9) **Northerly Access Southshore Road (1):** One resident contacted municipal staff by email. They expressed strong interest in purchasing the lake access.
- 10) **Westerly Access South Shore Road (2):** One resident contacted municipal staff by phone. He was concerned about maintaining access to South Shore Road. This concern was resolved following staff explanation.

With the exception of **MacPherson Drive (1)**, the feedback that was received was in line with staff recommendations related to each section of road allowance. In these instances, road allowance sections were either unused, unsuitable for public access, or both. In some cases, adjacent property owners expressed interest in purchasing if declared surplus.

**MacPherson Drive (1)** received multiple instances of feedback related to preserving green space and potentially developing future public access to the lake in this location. While staff understand the desire to increase access location to Trout Lake, the location of the access to this road allowance is unsuitable for normal public access because of the road layout of MacPherson in this location. Further, the MacPherson Park and Boat Launch is located approximately 350 metres to the east, which provides excellent public access to Trout Lake for all types of recreational activity and wildlife. Staff remain of the opinion that this section of road allowance may be deemed surplus.

## **STAFF FEEDBACK – EAST FERRIS FIRE & EMERGENCY SERVICES**

Following an examination of the road allowances that provide lake access to Trout Lake and Lake Nosbonsing, Chief Amyotte indicated that none of the lake accesses would be needed by the fire department in case of a fire or other kind of emergency.

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## **OPTIONS**

- Option 1: That Council declares certain road allowances as surplus, as delineated in **Appendix One** of this report. The remaining road allowances would not be declared surplus.
- Option 2: That Council retain all road allowances to lakes; and bring forward amendments to the land sale by-law to reflect this decision.
- Option 3: That Council take no immediate action, and staff will review road allowance accesses again in the future or on a case-by-case basis as applications to purchase are received.
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## FINANCIAL IMPLICATIONS

If Option 1 is chosen, the municipality may receive future revenue if these lands are sold. There is no immediate financial implication from any of the 3 options.

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## RECOMMENDATION

It is recommended that Council declares certain road allowances as surplus, as delineated in **Appendix One** of this report. The remaining road allowances would not be declared surplus.

Respectfully Submitted,



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Connor Montgomery  
Economic Development Officer

I concur with this report,  
and recommendation



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Greg Kirton, RPP, MCIP  
Director of Community Services



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Jason Trottier, HBBA, MPA, CPA, CMA  
CAO/Treasurer

## **APPENDIX ONE**

### **Municipality of East Ferris**

#### **Report to Council**

Report No.: PLAN-2025-05

Date: September 9, 2025

Originator: Connor Montgomery

Subject: Lake Access Location Review – Trout Lake and Lake Nosbonsing

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#### **RECOMMENDATION**

THAT Council for the Municipality of East Ferris declares certain road allowances as surplus, as delineated in this report. The remaining road allowances would not be declared surplus (option #1).

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#### **BACKGROUND**

At the regular meeting of Council held on September 24, 2024, a request to purchase a section of road allowance adjacent to South Shore Road was considered by Council. At that time, it was unclear whether the road allowance was required for public access to Lake Nosbonsing. East Ferris planning documents permit the sale of road allowances and shoreline road allowances where they do not have a use for municipal operations or provide a clear public recreation use, such as a prominent access point to a lake.

Council directed staff to undertake a full review of all locations where road allowances meet the shoreline of either Lake Nosbonsing or Trout Lake in order to make recommendations on which road allowances could be declared surplus, and which are required for municipal purposes.

In the early months of 2025, staff began a review process of road allowances to the lakes. The review process included the gathering of road allowance data from municipal mapping software and conducting site visits to document road allowance sections, as required. All road allowances were also reviewed by the Director of Public Works to gather input from an infrastructure operations perspective.

Based on the desktop and in-person review, staff recommend the following course of action for each section of road allowance, as identified in Schedule A to this report:

#### **Declare Surplus:**

- 1) Bayshore Lane road allowance is steep and rocky and not suitable for any public use. It may be suitable for personal use for an adjacent landowner and could be declared surplus.

- 2) Booth Road-Village Road north-south access is very steep; east-west access is also very steep. Neither access is suitable for public use; however, they may be considered for sale to an adjacent owner.
- 3) Cherry Lane access is not in a location where public use is practical; however, the road allowance appears to be in use by the adjacent property owner for storage, with significant material and equipment storage taking place on municipal land. This will be referred to the municipal By-law Enforcement Department. Notwithstanding the above, the road allowance could be considered surplus and sold.
- 4) Ellas Road access is occupied by a hydro pole and trees with no apparent public use and could be declared surplus.
- 5) Guillemette Road access is rocky with no public use apparent. It should be declared surplus.
- 6) Knutson Court access is currently in use by one of, or multiple, adjacent property owners for storage of materials, equipment, and scrap metal. There are potential zoning issues on top of the occupation of municipal lands. This will be referred to the municipal By-law Enforcement Department. Notwithstanding the above, the road allowance could be considered surplus and sold.
- 7) Quae Quae Road (2) access is in a field with direct access to the lake blocked by rail lines. This land has no practical public use but may have value to an adjacent land owner.
- 8) Northerly Access Southshore Road (1) northerly access to Lake Nosbonsing does not have suitable terrain for a public use and stretches a long distance from South Shore Road to Lake Nosbonsing, making public access at this location impractical. The close proximity to the South Shore Boat launch also makes this location undesirable for public use.
- 9) Westerly Access South Shore Road (2) access in the east-west direction is not suitable for public use and straddles the municipal boundary with Chisolm, which further decreases the suitability for public use. This section of road allowance was subject to the 2024 inquiry to purchase by the adjacent resident on South Bay Lane.
- 10) MacPherson Drive (1) is a short and steep section of road allowance that is heavily tree covered and between two existing homes that are relatively close to the property line. It is unsuitable for public lake access.

**Retain:**

- 11) Bayview Road road allowance has part of the turnaround at the dead end of Bayview Road located on it and should not be sold.
- 12) Big Moose Road (1) allowance is on Big Moose Beach and boat launch. It should not be sold.
- 13) Big Moose Road (2) allowance is located at the end of Big Moose Road at Big Moose Camp and is not suitable for sale due to the lake access and road turnaround.
- 14) MacPherson Drive (2) is part of the municipal boat launch and MacPherson Park. It should not be sold.

- 15) Dugas Road access is currently being reviewed through another municipal review process.
  - 16) Nosbonsing Park Road access is the location of a planned dry hydrant. It should not be sold.
  - 17) Southerly Access Southshore Road (1) southerly access is the location of the municipal access to Mink Lake and should not be sold.
  - 18) Northerly Access South Shore Road (2) access in the north-south direction from the start of South Bay Lane is part of the access road for South Bay Lane and is also used for snowmobile access to the lake and should be retained.
  - 19) Turgeon Lane access is part of the South Shore boat launch. It should not be sold.
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## **OPTIONS**

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- Option 2: That Council retain all road allowances to lakes; and bring forward amendments to the land sale by-law to reflect this decision.
- Option 3: That Council take no immediate action, and staff will review road allowance accesses again in the future or on a case-by-case basis as applications to purchase are received.
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## **FINANCIAL IMPLICATIONS**

If Option 1 is chosen, the municipality may receive future revenue if these lands are sold. There is no immediate financial implication from any of the 3 options at this time.

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## RECOMMENDATION

It is recommended that Council declares certain road allowances as surplus, as delineated in this report. The remaining road allowances would not be declared surplus.

Respectfully Submitted,



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Connor Montgomery  
Economic Development Officer

I concur with this report,  
and recommendation.



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Greg Kirton, RPP, MCIP  
Director of Community Services



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Jason H. Trottier, HBBA, MPA, CPA, CMA  
CAO/Treasurer

## Schedule A: Road Allowance Maps

### Declare Surplus

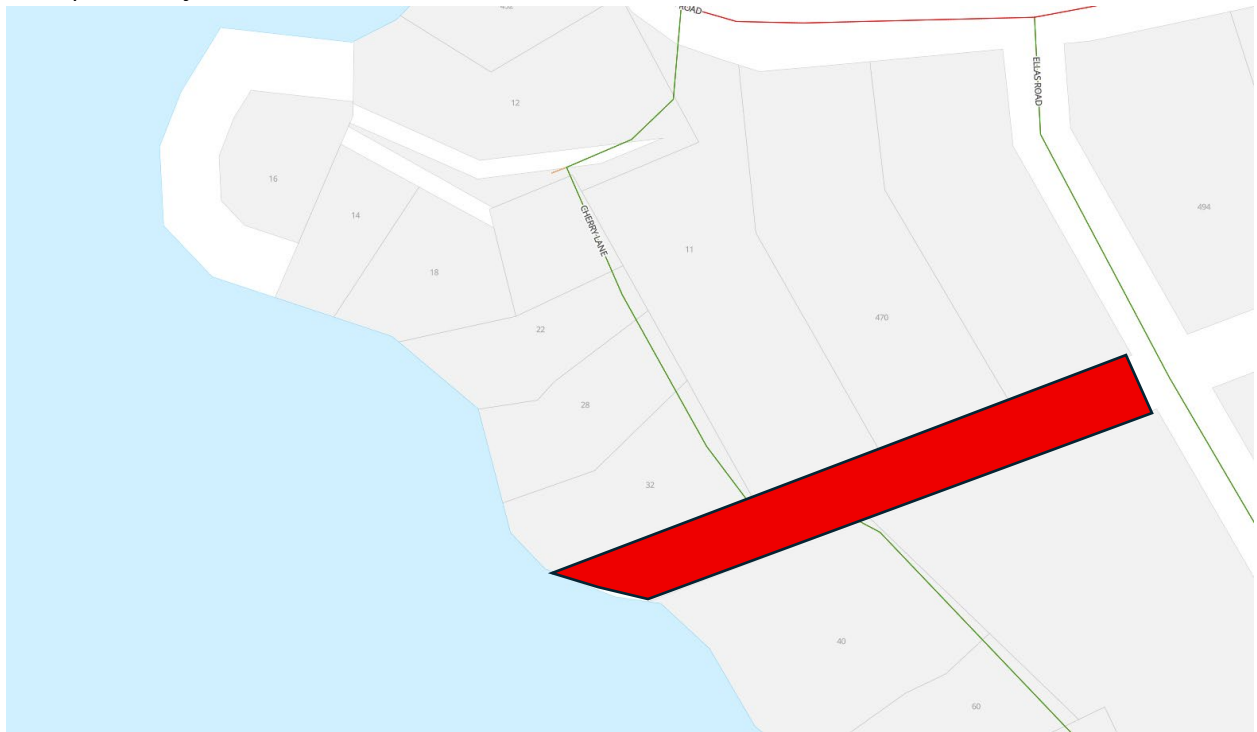
#### 1) Bayshore Lane



#### 2) Booth Road-Village Road



### 3) Cherry Lane



### 4) Ellas Road



## 5) Guillemette Road



## 6) Knutson Court



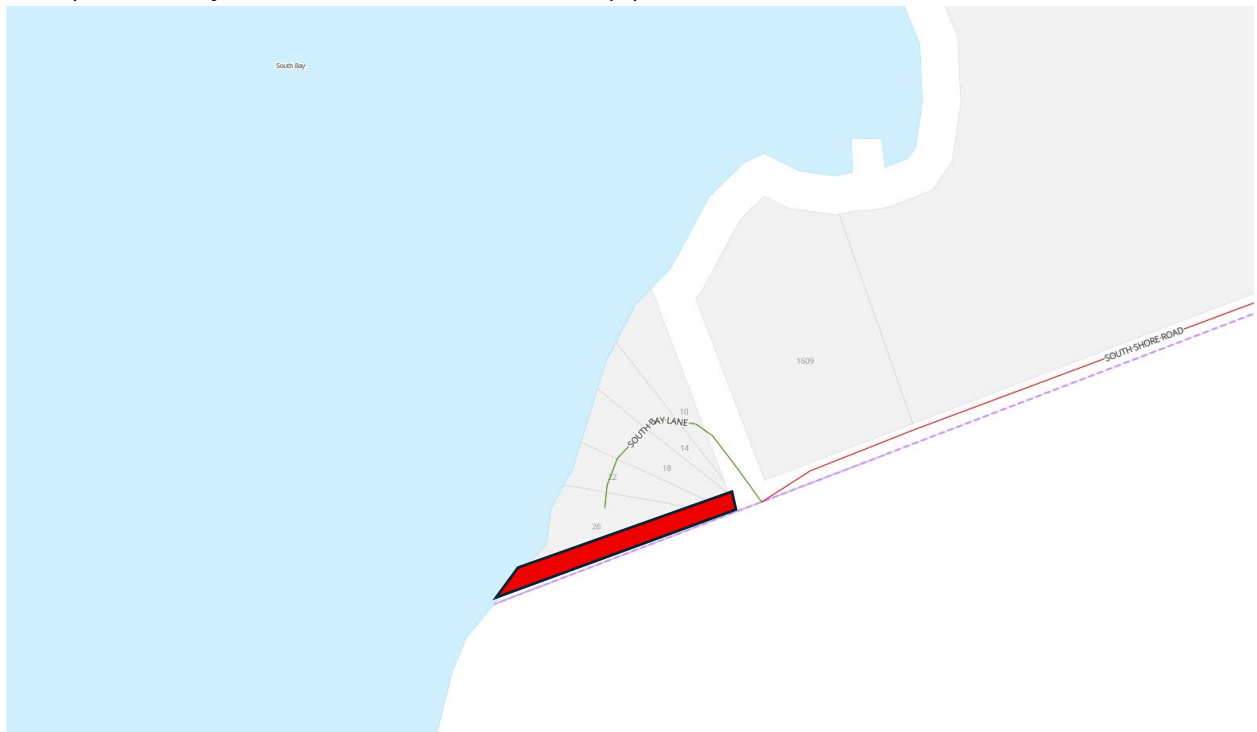
## 7) Quae Quae Road (2)



## 8) Northerly Access South Shore Road (1)



## 9) Westerly Access Southshore Road (2)



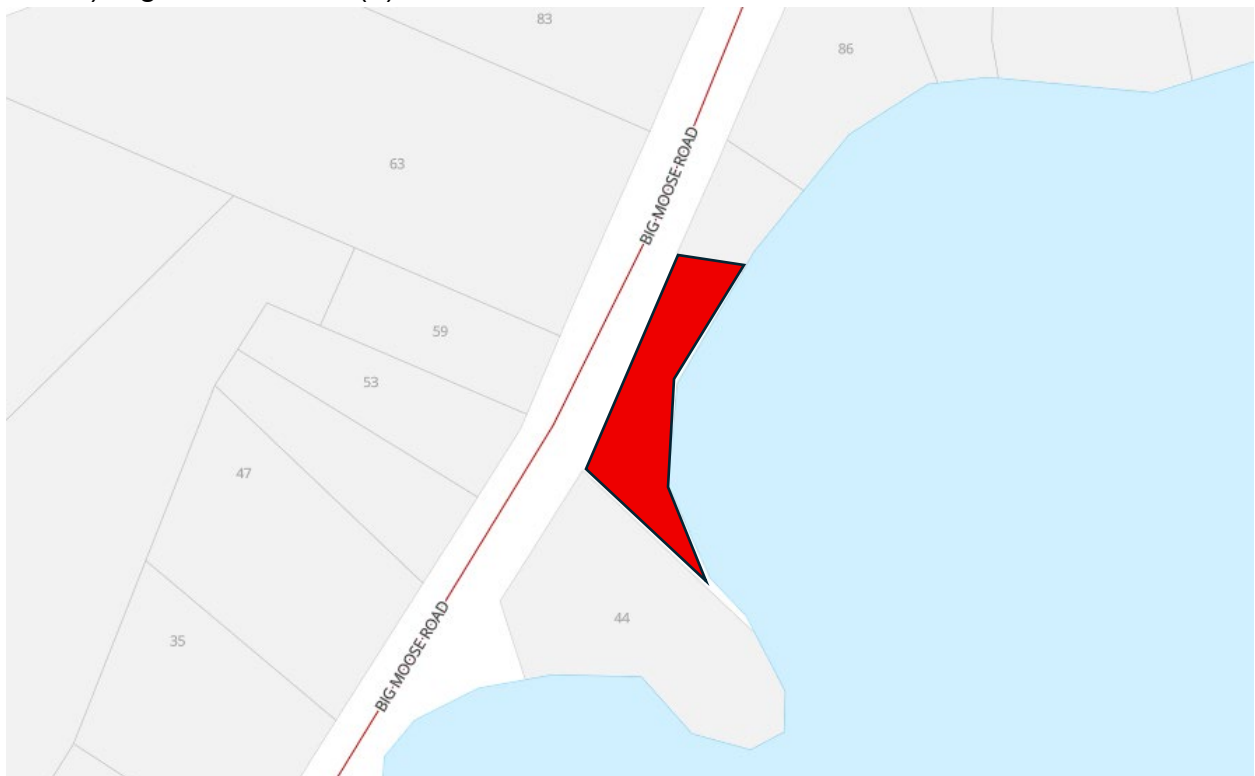
## 10) MacPherson Drive (1)



## Retain

11) Bayview Road

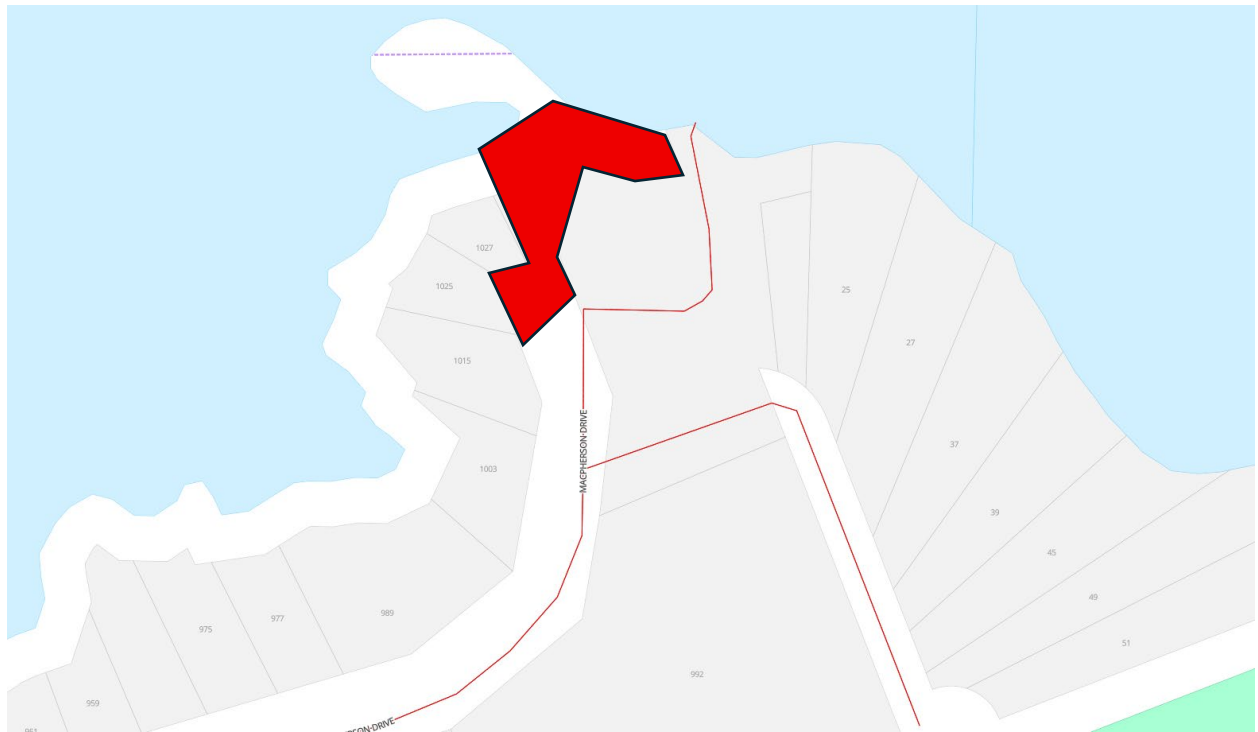
12) Big Moose Road (1)



### 13) Big Moose Road (2)



### 14) MacPherson Drive (2)



### 15) Dugas Road



### 16) Nosbonsing Park Road



### 17) Southerly Access South Shore Road (1)



### 18) Northerly Access Southshore Road (2)



## 19) Turgeon Lane

